

IN THE SPECIFICATION

5 Please amend paragraph 3 as follows:

(3) The first and second pistons connect to each other and the lowermost cylinder by knurled collars with interior circular lips. First and second pistons telescope ~~out of~~ from
10 the lowermost cylinder and are specifically engineered for support of a crashed motor vehicle or weakened building structure in an emergency. The cylinder and the first piston ~~comprises~~ comprise a knurled collar with an interior circular lip.

Please amend paragraph 9 as follows:

15 (9) Unlike my invention, the ~~Paraech~~ Paratech kit is intended primarily for trench shoring and converts to a vehicle support kit with one adapter. Furthermore, unlike Paratech my improved vehicle support kit comprises two extending pistons. My invention has two telescoping ~~piston-pistons~~, but it has eliminated Paratech's heavy cumbersome collars.
20 Paratech Inc.'s Danish multi-brace comprises a support kit which is ~~specifically~~ only for buildings. In contrast, my kit is equally well suited for both vehicles and buildings in an emergency situation. In addition Paratech's piston falls from the cylinder, unlike my kit pistons which are prevented from falling from the cylinder or intermediate piston by knurled rings, *infra*.

25 Please amend paragraph 11 as follows:

(11) However, the AiRSHORE kit base plate does not have extending arms for three-
30 point attachment with ratcheting straps. Neither does the AiRSHORE base plate comprise

(i) small studs which grip or provide friction against the support surface; or (ii) apertures for driving stakes through the base plate and into the supporting surface such as grass.

The AiRSHORE kit also comprises loose components which are easily misplaced during crises crisis. In contrast, my straight metal ~~détente~~ detent pins with compressible beads, *infra*, are tethered to the telescoping device and base plate, and are always available in an emergency.

Please amend paragraph 25 as follows:

(25) Elevated base plate walls are engineered along their interior surfaces to enclose and attached my new swivel base plate adapter, ~~infra~~ infra when swivel base plate adapter rotates through approximately 130 degrees. In the preferred embodiment and best mode there are two aligned opposing apertures within the proximal edges of the two opposing elevated base plate walls. During operation, a metal ~~détente~~ detent ring pin with a compressible bead inserts within these two aligned opposing apertures. This pin attaches to a ratcheting cord or strap which can also incorporate an S-hook or other metal connecting device. A metal ~~détente~~ detent ring pin with a compressible bead then stabilizes the base plate by opposing force from the building or vehicle through the cord or strap, in a manner well known in this particular industry.

Please amend paragraph 26 as follows:

(26) My swivel base plate adapter is an attachment into which the lowermost end of the cylinder inserts, either perpendicular or at an angle to, the vehicle support base plate upper surface. A swivel base plate adapter sits within the elevated base plate walls and is attached with a second metal ~~détente~~ detent ring pin through a second set of opposing

aligned mid-line apertures. There is one such opposing aperture within each elevated base plate wall.

Please amend paragraph 27 as follows:

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(27) With the swivel base plate adapter attached within the vehicle support base plate by second metal ~~détente~~ detent pin, the rescuer inserts the lowermost proximal cylinder end within the swivel base plate adapter. He or she then secures the lowermost proximal cylinder end by using a third straight metal ~~détente~~ detent ring pin with a compressible bead. Once inserted, the telescoping device attaches to the swivel base plate adapter (1) at an angle; or (2) perpendicular to supporting surface 8.

Please amend paragraph 28 as follows:

(28) The rescuer next inserts a straight metal ~~détente~~ detent pin with compressible bead at the appropriate pre-selected protruding piston, for contact along the downed vehicle or building. A second operator then attaches a ratcheting strap to the support base plate and vehicle. He or she ratchets the vehicle and base plate together prior to manually releasing the telescoping device which now supports the vehicle or building wall.

20 Please amend paragraph 31 as follows:

(31) Both first piston and second piston comprise linearly aligned opposing apertures along their respectively axial longitudinal lengths. At each set of opposing apertures a metal ~~détente~~ detent ring pin inserts to attach the first piston to second intermediate piston at different aperture intervals along the second piston. The specific predetermined

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two opposing apertures of inserted (male) second piston and first receiving (female) piston and thereby secured by the metal ~~détente~~ detent ring pin through all four aligned apertures. The pre-selected length of the second piston which protrudes from the first piston distal end depends upon the required extended length for a particular application.

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Please amend paragraph 32 as follows:

(32) The cylinder distal end also comprises two opposing sets of aligned cylinder apertures immediately below the attached knurled metal connector ring. The proximal end of the first piston is congruently aligned with two opposing cylinder apertures. The straight metal ~~détente~~ detent ring pin with a compressible bead then inserts through all six apertures to maintain a totally retracted position.

Please amend paragraph 68 as follows:

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(68) Still referring to Figure 14, proximal cylinder end plug interior 155d is approximately two inches in depth and contains cylinder end plug apertures 161c, 161d. Cylinder end plug apertures 161c, 161d oppose each other at approximately 180 degrees along cylinder wall 101f. Each cylinder end plug aperture 161c, 161d is approximately five-eighths inch in diameter. Cylinder end plug pin apertures 161c, 161d are aligned, so first straight metal ~~détente~~ detent ring pin with a compressible bead 151a inserts within both cylinder end plug pin apertures 161c, 161d, as well as congruently aligned upper swivel support plate adapter apertures 601a, 601b, *infra*.

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25 Please amend paragraph 72 as follows:

(72) Still referring to Figures 1, 2 and 3, each first piston aperture set 130, 131, 132, 133 is preferably approximately 90 degrees from each adjacent aligned set. First piston apertures 134 within each set 130, 131, 132, 133 are also preferably staggered in alternating alignment from adjacent aperture sets 130, 131, 132, 133. Opposing first piston aperture sets 130/132 and 131/133 are approximately 180 degrees from each other along first piston wall 102k. Second straight metal ~~détente~~ detent ring pin with compressible bead 151b inserts simultaneously through two opposing first piston apertures of sets 130/132 or 131/133, as well as congruently aligned cylinder apertures 114a, 118a or 114b, 118b.

Please amend paragraph 79 as follows:

(79) Still referring to Figure 3, each second piston aperture 135 is approximately one and one-quarter inches from each adjacent second piston aperture 135 within its respective second piston apertures set 128, 129. Opposing second piston apertures 135 align so third straight metal ~~détente~~ detent ring pin with compressible bead 151c inserts through (i) two opposing second piston apertures 135 of each set 128, 129 simultaneously, with (ii) congruently aligned opposing first piston apertures 134 from opposing sets 133/ 131 or 130/132 as the case may be.

Please amend paragraph 84 as follows:

(84) Cylindrical knurled wall 400c comprises first and second knurled apertures 400f, 400g respectively, which oppose each other at approximately 180 degrees. Each knurled

aperture 400f, 400g receives a corresponding first and second knurled stainless steel flat-head socket cap screw 400h, 400i respectively to attach first knurled cylinder ring 400 to distal cylinder end 104b. As seen in Figure 15, at approximately 90 degrees to both knurled apertures 400h, 400i is knurled round head screw 400p. Knurled screw 400p connects metal lanyard 171a to second straight metal ~~détente~~ detent ring pin with compressible bead 151b. Second straight metal ~~détente~~ detent ring pin with compressible bead 151b simultaneously inserts through congruently aligned cylinder apertures 114a, 118a or 114b, 118b and first piston apertures 131/133 or 130/132 as the case may be.

10 Please amend paragraph 87 as follows:

(87) First piston knurled ring 401 comprises first and second knurled piston apertures 401f, 401g respectively, which oppose each other at approximately 180 degrees. Each knurled first piston aperture 401f, 401g receives a corresponding first and second knurled stainless steel button-head cap screws 401h, 401i respectively. Screws 401h, 401i attach first piston knurled ring 401 to distal first piston end 102b. At approximately 90 degrees to both knurled first piston apertures 401h, 401i is round head first piston screw 401pp. Screw 401pp connects metal lanyard 171b to fourth straight metal ~~détente~~ detent ring pin with compressible bead 151c. Fourth straight metal ~~détente~~ detent ring pin with compressible bead 151c simultaneously inserts within congruently aligned first piston pin apertures 134 and second piston opposing pin apertures 135 within their appropriate sets.

Please amend paragraph 90 as follows:

(90) Upper universal aperture end 700a is attached to upper universal plate surface 700bb, and upper universal aperture end 700a is approximately rectangular in

longitudinal cross-section. Opposing first and second universal rectangular sides 700c, 700d respectively contain continuous opposing first and second universal apertures 700e, 700f. Universal adapter apertures 700e, 700f form a continuous channel 700g through upper universal aperture end 700a for insertion of fifth straight metal ~~détente~~ detent ring pin with compressible bead 151e. Preferably upper universal aperture end 700a is approximately one and one-half inches in width, two inches in height, and one and one-quarter inch in depth.

Please amend paragraph 95 as follows:

(95) Double-blade base 650p comprises a first blade leg 650q and a second blade leg 650r. Each blade leg 650q, 650r respectively contains a corresponding first and second round blade leg aperture 650s, 650t respectively. When blade leg apertures 650s, 650t congruently align with and over universal adapter apertures 700e, 700f, fifth straight metal ~~détente~~ detent ring pin with compressible bead 151e simultaneously inserts through all four apertures. Double-blade attachment 650 is thereby attached to distal second piston end 103b, when placed over upper adapter rectangular end 700a. When so attached, blade attachment legs 650q, 650r rest upon universal circular adapter plate 700b.

Please amend paragraph 100 as follows:

(100) First and second conical apertures 660j, 660k respectively congruently align exterior to, and with, second piston universal adapter apertures 700e, 700f respectively.

Conical attachment 660 slide over and down universal adapter 700 until conical apertures 660j, 660k congruently align with universal adapter apertures 700e, 700f. In this

alignment, fifth straight metal ~~détente~~ detent ring pin with compressible bead 151e inserts through all four apertures 600j, 660k, 700e, 700f simultaneously. In this manner, fifth straight metal ~~détente~~ detent ring pin 151e attaches conical connector 660 (which slides downward over universal adapter 700) to uppermost distal second piston end 103b.

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Please amend paragraph 106 as follows:

(106) Referring now to Figure 6, each elevated base plate wall 587, 588 comprises a proximal first aperture end 587a and a proximal second aperture end 588a. Each proximal aperture end 587a, 588a comprises a corresponding first and second strap aperture 587c, 588c respectively. Strap apertures 587c, 588c are parallel with each other. Referring to Figure 18, eighth straight metal ~~détente~~ detent ring pin with compressible bead 151h inserts simultaneously through both strap apertures 587c, 588c. Opposing first and second strap apertures 587c, 588c respectively are each approximately five-eighths inch in diameter. Each strap aperture 587c, 588c respectively is approximately one-quarter inch from proximal base plate end 580s at their respective most proximal points.

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Please amend paragraph 107 as follows:

(107) As seen in Figure 18, attached ratcheting strap 779 attaches to seventh straight metal ~~détente~~ detent ring pin with compressible bead 151g to vehicle 900. Sixth immobilizing straight metal ~~détente~~ detent ring pin with compressible bead 151f attaches to vehicle base plate surface 580a by metal lanyard 171c. Metal lanyard 171c encircles round head metal screw 581a which inserts through vehicle support base plate 580.

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Please see Figure 1.

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Please amend paragraph 108 as follows:

(108) As seen in Figure 18, vehicle 900 and support base plate 580 are thereby stabilized in a manner well known in the industry. Eighth straight metal ~~détente~~ ring pin with compressible bead 151h attaches to chain or ratcheting strap 779, with or without a hook or s-shaped metal connector. Chain or ratcheting strap 779 resists force from vehicle 900 or building wall upon vehicle support base plate 580 which causes skidding.

Please amend paragraph 110 as follows:

(110) Referring now to Figures 6 and 8, continuously adjacent with and distal to proximal base plate end 580s along each interior elevated base plate wall surface 590a, 590aa are corresponding proximal first aperture end 587a and proximal second aperture end 588a. Each proximal aperture end 587a, 588a comprises a corresponding first and second strap aperture 587c, 588c respectively. Strap apertures 587c, 588c are aligned with and parallel to each other. Consequently, when eighth straight metal ~~détente~~ detent ring pin with compressible bead 151h inserts through both strap apertures 587c, 588c, ratcheting strap 779 attaches to ~~détente~~ detent pin 785 and vehicle 900, as discussed *supra*.

Please amend paragraph 118 as follows:

(118) Still referring to Figure 6, 8 and 9, immediately distal to and continuous with, each indented square wall segment 595a, 595b respectively are corresponding first and second interior quadrilateral wall segments 593aa, 593bb respectively. Each interior quadrilateral wall segment 593aa, 594bb contains first and second circular mid-line apertures 592a, 592b respectively. Each mid-line aperture 592a, 592b aligns with the other, so seventh

straight metal ~~detente~~ detent ring pin with compressible bead 151h easily inserts through both apertures 592a, 592b simultaneously.

Please amend paragraph 124 as follows:

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(124) Referring to Figure 6, each interior four sided interior surface 597a, 597b comprises first and second distal elevated wall apertures 597e, 597f respectively. Distal elevated apertures 597e, 597f align so a straight metal ~~detente~~ detent ring pin with compressible bead inserts within distal elevated apertures 597e, 597f simultaneously.

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Please amend paragraph 131 as follows:

(131) As seen in Figure 6, each exterior middle longitudinal surface 885a, 885b contains the external opening of one corresponding circular mid-line aperture 592a, 592b. Circular mid-line apertures 592a, 592b align with each other, so sixth straight metal ~~detente~~ detent ring pin with compressible bead 151f inserts simultaneously through apertures 592a, 592b and channel 592c within swivel base plate adapter 600, *infra*.

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Please amend paragraph 134 as follows:

(134) Each exterior distal end surface 586a, 586aa contains exterior opening of corresponding first and second distal end apertures 597e, 597f. Distal end apertures 597e, 597f align with each other so a straight metal ~~detente~~ detent ring pin with compressible bead inserts within both distal end apertures 597e, 597f simultaneously. Each exterior distal end also comprises strap apertures ends 599a, 599b, which are approximately perpendicular to surface 580a.

Please amend paragraph 136 as follows:

(136) Still referring to Figures 10 and 11, Swivel adapter upper apertures 601b, 601bb are positioned approximately one inch from flat circular top 601a. Swivel adapter upper apertures 601b, 601bb comprise continuous swivel channel 601c. As seen in Figure 14, when cylinder end plug 155 fits over swivel adapter 600, then cylinder end plug apertures 161c, 161d, congruently align with continuous swivel channel 601c. Third straight metal ~~détente~~ detent ring pin with compressible bead 151c then simultaneously inserts through cylinder end plug apertures 161c, 161d and swivel channel 601c. This insertion attaches cylinder 101 to upper swivel base component 601.

Please amend paragraph 140 as follows:

(140) Sixth metal ~~détente~~ detent ring pin with compressible bead 151f inserts simultaneously inserts through lower swivel channel 604g and congruently aligned circular midpoint apertures 592a, 592b. When so inserted, sixth metal ~~détente~~ detent pin with compressible bead 151f attaches swivel base plate support adapter 600 to elevated base plate walls 587, 588. Sixth metal ~~détente~~ detent ring pin with compressible bead 151f thereby forms the physical axis around which swivel support base plate adapter 600 rotates.

Please amend paragraph 141 as follows:

(141) Swivel base plate adapter 600 does not contact interior elevated base plate wall surfaces 590a, 590aa when adapter 600 rotates around sixth metal ~~détente~~ detent ring pin with compressible bead 151f through an angle of approximately [130] 140 degrees.

- 5 Swivel base plate adapter 600 is stopped from further rotation by adapter circular plate 603 abutting (i) elevated base plate upper surface 580a proximally; or
(ii) interior slanted wall segments 801a, 801b distally.

As seen in Figures 12, 13 and 18, vehicle support base plate 580 with attached vehicle swivel base plate adapter 600 can attach to cylinder end plug 155 at an angle to

10 supporting surface 8.

Please amend paragraph 142 as follows:

- 15 (142) Still referring to Figure 18, after sixth straight metal ~~détente~~ detent ring pin with compressible bead 151f inserts through vehicle support base plate 580 and swivel base plate adapter 600 the operator tightens ratcheting strap 779 (which also attaches to vehicle 900 or a building). The weight of the unstable vehicle or building 900 stabilizes supporting base plate 580 through ratcheting strap 779 tied thereto, in a manner well
20 known in this particular industry.

Please amend paragraph 144 as follows:

(144) (2) He or she also confirms that:

- (i) proximal cylinder end plug 155 is securely fastened within proximal cylinder end 104a by stainless
25 steel button-head socket cap screws 160a, 160b; and

- (i) metal ~~détente~~ detent ring pins with compressible beads 151 are attached to knurled connector rings, knurled first piston connector ring 401, knurled cylinder

connector ring 400, and vehicle support base plate 580 by appropriate metal lanyards 77 and screws.

Please amend paragraph 145 as follows:

- 5 (145) (3) The operator then attaches swivel universal base plate adapter 600 to vehicle support base plate 580 with eighth metal ~~détente~~ detent ring pin with compressible bead 151h. The operator attaches proximal cylinder end plug 155 to swivel universal base plate adapter 600 by seventh metal ~~détente~~ detent ring pin with compressible bead 151g. This attachment connects still initially collapsed telescoping device 104 to
- 10 swivel base plate adapter 600.

Please amend paragraph 146 as follows:

- (146) (4) The operator now manually extends first piston 102 (and second piston 103 if necessary) from within cylinder 101 until first distal piston end 102b, or second
- 15 piston end 103b approach a potential stabilizing contact along the vehicle or collapsing building. If only first piston, or a portion thereof, is required for this pre-determined extension, then second piston 103 remains collapsed within first piston 102.
- 20 (5) Now the operator selects an appropriate attachment, such as conical attachment 660 or double-blade attachment 650 to universal attachment adapter 700, with sixth metal ~~détente~~ detent ring pin with compressible bead 151f.

Please amend paragraph 149 as follows:

(149) (8) A tow truck, or other device for “flipping” vehicle 900, releases the force which was originally supported solely by telescoping device 104. The rescuer then loosens the ratchet and removes the straight metal ~~détente~~ detent pin with compressible bead 151 from which prevented the first piston 102 or second piston 103 from falling
5 into the cylinder 101 and/or first piston 102.

Please amend paragraph 154 as follows:

10 (154) (9) The operator now inserts swivel support base plate adapter 600 into proximal lowermost cylinder end 101a, and secures cylinder end 101a to swivel support base plate adapter 600 with metal ~~détente~~ detent ring pin with compressible bead 151g.

15 (10) The operator finally positions swivel support base plate adapter 600 within vehicle support base plate 580. He then inserts tethered ~~détente~~ detent ring pin with compressible bead 151h through support base plate 580 and swivel base plate adapter 600, thereby securing swivel base plate adapter 600 to vehicle support base plate 580.

20 Please amend paragraph 156 as follows:

(156) Straight metal ~~détente~~ detent ring pins with compressible bead (generically pins 151) have round "key rings" at the upper end of each pin to prevent slippage through piston apertures. The recommended models are:

(a) Most preferred: 5/8 inch by 3.5-inch ~~détente~~ detent ring pins with compressible
25 beads and collars (12L14 Carbon Steel Zinc w/ yellow chromate finish or stainless steel), where 5/8 inch is the diameter of the pin shaft;

(b) Also satisfactory: 5/8 inch by four and 3/4 inch ring pins with collars (Grade 5, 1144 carbon steel with zinc and yellow chromate finish).

Metal ~~détente~~ detent ring pins compressible beads 151 are preferably made of carbon steel or stainless steel.

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